

CAPT. COUSINS ON THE STAND

TELLS OF CURRENTS AND TIDES ON COAST

Has Missed Umattila Only Once in One Hundred and Eighty-Four Trips to Victoria.

The inquiry into the wreck of the Valencia resumed Friday afternoon when Mr. Bunker, one of the survivors, continued his evidence and submitted samples of the life belts picked up on the beach—fragments of cork and bundles of wool. He explained that he had seen life-belts in which the cork was held together with a sort of cement, but this did not appear to be the case in this instance.

To Capt. Gaudin witness explained that when he said the boats were not properly equipped, he meant that they were not properly manned. He would have supposed that there would have been some fresh water in the boat, some matches, etc., but all he saw was a small quantity of oil. He could not say whether the plug was in or not.

Witness, in examination by A. E. McPhillips, explained that when they got away from the Valencia, the danger of the boat being smashed was lessened. He judged that the wreck was about half or quarter of a mile from the shore, and intervening jagged rocks and reefs.

When leaving the Valencia, witness said he tried to get a line ashore. When he got connection with the telephone office from the lineman's cabin, he tried to explain where the wreck was, but estimated about ten miles down the coast from where he spoke. The question was asked how many lives were lost, and witness over the phone explained that the Valencia had been wrecked and that there were 100 people on board.

At the time he did not know that he was on Vancouver Island, Mr. McPhillips asked if the searchlight was being used when the vessel struck.

Witness could not answer, but he saw no officers in charge at the time. There was a bar on the vessel, but he did not notice any drunkenness on board.

Witness questioned as to what became of the man who had been left on the rocks, as testified to at the morning session, witness did not know what happened to him. Witness did not know anyone on the wreck at any time; he had not been there. For some distance above the Darling river was a sandy beach, but it was all rock at the point where he was washed ashore.

Witness described the search for bodies, and described the shore line.

When did you finally leave the scene of the wreck? he asked. Witness replied that he left on the Sunday following.

To J. H. Lawson witness said at the time his boat was lowered he did not see any uniformed officer about, but it was possible they might be present and giving orders. However, there was no uniformed officer identified himself in directing operations.

Lieut. Knight, of H. M. S. Egeria, deposed to receiving instructions from his captain to proceed to the wreck and render all the assistance he could in his power.

Witness said that he was lowered out by the Lorne. They went over to the Queen, and were instructed as to the position of the wreck. They went within some fifty yards of the wreck, but could see nothing but a lot of logs. He had aided in returning it was intimated that there were some people on the shore, and witness and his men again went in, but they could not communicate with them.

Witness said that he saw several other ashore were they made no signal of distress. Again returning to the Lorne it was suggested that a barrel of provisions should be taken as near shore as possible, and the barrel was put on board the Topenka boat, and brought over to the cutter, but Capt. Butler said that the Topenka boat should take it to shore as they had it in hand. Witness agreed to this, but the cutter was taken to the Topenka boat, and the provisions, it was utterly impracticable to land a boat or take anyone from the shore at that point in such weather as prevailed.

Capt. Gaudin asked witness if a lifeboat could be taken out in a storm and render assistance on such a coast. Witness did not think it practicable if it were blowing a gale. If towed out the boat might render assistance, but this would depend on circumstances. His boat was a service cutter manned by twelve men and a coxswain, but such a craft would not be built for service as a lifeboat.

Mr. Lugin asked: Are the soundings off the coast, as shown by the chart of 1904 such that the position of a vessel approaching the Strait of Juan de Fuca from the south can be determined with reasonable accuracy? Witness: Her position could not be absolutely fixed, but they are such that with a proper line of soundings there is no reason why a master should put his ship in a position of danger.

Witness explained that there was no shelter along that part of the coast nearer than Barkley Sound or Neah Bay. Even with the weather conditions prevailing, if the captain of the vessel knew where he was he could have easily kept in deep water—there was ample seaway.

In reply to Mr. Lugin, witness said that the crew was sufficient to steer any competent manner out of danger. Capt. Johnson was clearly out of his course.

A discussion ensued as to how far the Valencia was out of her course, and the opinion was about 30 miles. The investigation adjourned until Monday morning at 10 o'clock.

(From Saturday's Daily.) The commission enquiring into the wreck of the steamer Valencia assembled this morning at the court house, with a number of witnesses in attendance. The first to be put on the stand was Frank F. Bunker, one of the survivors of the wreck. He deposed that he left San Francisco for Seattle on the morning of the 20th inst., on board the Valencia.

Asked if he noticed any lack of discipline on board prior to the wreck, witness replied that he only noticed that there was no drill, and that several trips along the coast, and the discipline on the Valencia seemed up to the average. He did not observe any soundings being made before 6 o'clock on the evening of the wreck. He retired about 10 o'clock, and was aroused by the shock of collision. He did not hear any fog horns sounding, but would not describe the weather as dense fog. As to the soundings taken, he noticed that the cover was off the box containing the sounding appliances, and was interested in the operation. In one of these soundings he observed that the rope from the wire became entangled, and he heard one of the men operating say, "mark two miles." He noticed that they used a glass tube or register, and that one of these tubes was broken, and was replaced at the request of an officer.

Outside his state room he noticed a spar, to which was attached a rope and rotary. The propeller of the log was hauled up in his presence, and he thought was operated by the first officer.

Witness proceeded to describe the shock as he experienced it when the Valencia struck the rock. He arose immediately and going outside his room heard two other distinct shocks. A number of passengers got up to inquire the cause of the trouble, but there appeared to be no officer available to give information. He then retired, and having assisted in the dressing of the children, went with them and his wife to the social hall. Shortly afterwards one of the crew of the vessel came up and told them to get into a boat which he did. At this time there was an evident confusion of orders, and it seemed as if the boat would be smashed to pieces before reaching the water, as the pulleys did not seem to work. One of the women in the boat caught on to the railing and was again pulled on board. Seeing that there was no one directing operations, witness with difficulty got an oar out, and the boat was rowed out into the surf.

Witness described the variability of the currents, and said it was almost impossible to reckon with them. He generally steamed about 15 knots, or 27 hours from Cape Blanco to Tokeka.

On the evening of the 23rd January, when he arrived at Victoria he heard of the wreck of the Valencia, and was ordered to at once proceed to the assistance of the steamer. He got off at about five o'clock in the evening, and when he reached Carmanah at about 10 o'clock it was so dark that he could see nothing. He put in for shelter, and at break of day at the lighthouse was told that the wreck was 15 miles west. About twelve miles from Carmanah they located the wreck and heard the cannon fired, but the weather was very thick. The salvor then hove in sight and the Capt. Butler reported that there was life on the wreck, but witness could not see the beach. The Tokeka then came up, and witness told her all that he knew. Witness then got instructions to return to Victoria, and they had a conference with the Mayor, and he suggested the sending out of a tug and lifeboat.

"You did not lower a boat," suggested Capt. Gaudin. "There was no life on the wreck," there was no boat, but no boat could get out again, and no assistance. There were five experienced captains discussed this matter at the time, and all agreed that it was useless to send a boat in."

Witness expressed the opinion that there were no boats on the Pacific Coast that could get in to the wreck and be of assistance to the Valencia.

Capt. Gaudin asked witness' opinion as to the utility of a lifeboat service on this Coast.

Witness replied that if the Coast were properly patrolled assistance might be rendered, and lives saved from the shore. He was convinced that what was required was a proper patrol system, by which a ship in danger might be reported in time to render assistance.

Capt. Gaudin asked witness' opinion as to whether Neah Bay or Port San Juan would be the better place for a lifeboat station.

Witness thought that Carmanah would be better than either. He had never said that the salvor might have got near the wreck—he was looking after the Queen. His unaltered opinion was that no assistance could have been rendered under the circumstances.

In reply to Mr. Lugin witness said that he would like to see more light on the Coast—one between Carmanah and Race Rocks would aid in navigation.

Witness was shown the chart and asked from examination of it to say how far the Valencia was out of her course. His reply was about six miles off Umattila lightship and 23 miles out of his course.

"Are the charts and soundings issued sufficient for the purposes of navigation?" he asked Mr. Lugin.

Witness replied that he used the United States survey chart, which he found sufficient for his purposes. His opinion was that the loss of the Valencia was due to the captain over-running and miscalculating his position.

Mr. Lugin asked witness if there were any restrictions as to the time occupied in making his trips.

Witness replied decisively in the negative. He had been 24 or 30 hours before the time, and his explanation was bad weather, which was always accepted. His instructions were to run no risks, and the time occupied on the voyage was discretionary with him.

To Mr. McPhillips witness said that the class of boats carried by steamers plying on this Coast were not calculated for such conditions as prevailed at the time of the wreck. The boats might have the open sea, but they would be dashed to pieces on the rocks. The officers on board a steamer were the only ones necessary to carry certificates; the sailors employed were union men, and this was the only guarantee they had that they were competent men before the opportunity to try them.

To Mr. Lugin witness said that his company had no difficulty in keeping their sailors or getting sailors when in want of them.

This concluded Capt. Cousins' evidence, and the court adjourned for lunch.

patrolled in search of survivors or victims of the wreck. At this stage the inquiry adjourned for lunch.

(From Monday's Daily.) The commissioners appointed to inquire into the loss of the steamer Valencia resumed this morning with a large attendance of witnesses, including Capt. Cousins, of the Queen; Capt. Wallace, Capt. Patterson, Capt. John Irving and Assistant Engineer Carriock, of the ill-fated steamer.

Capt. Patterson reported that the special commissioners in investigating the disaster in Seattle had left on Saturday for Cape Flattery on a tour of inspection of the lighthouses and stations on the American side. "They are expected back in Seattle to-day," added the captain.

"That will be rapid work," suggested the Times man.

The captain smiled and nodded assent, adding, "they were also thinking of paying a visit to the scene of the wreck." He thought it absurd to suppose that anything but the most cursory examination could be made on the trip. "Why," said the captain, "it would take a day to examine Tatoosh Island alone and inspect the signal station. If they mean a thorough inspection of the lights and stations they must give more time to it."

Capt. N. E. Cousins, master mariner, who was the first witness this morning, deposed that he was captain of the P. C. S. Co.'s Queen. He had made 184 trips round Cape Flattery within the past two years, and was not timed in his sailings or arrivals—his depend on prevailing conditions. His experience was that he could not go over the same course twice from San Francisco to Victoria, so variable were the conditions and currents. When in doubt, fog or darkness, he invariably kept outside the 35-fathom limit. The Umattila light was at times invisible and at other times could be seen for several miles. Coming up in bad weather he always took soundings every fifteen minutes between Gray's Harbor and Destruction Island. Witness knew Capt. Johnson, of the Valencia, and considered him a competent man. Only once in his experience had he passed the Umattila lighthouse without hearing her, but even then he got in safe.

Witness described the variability of the currents, and said it was almost impossible to reckon with them. He generally steamed about 15 knots, or 27 hours from Cape Blanco to Tokeka.

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At Statham, Norfolk, an old lady, Mrs. Alice Jeary, who was in her 88th year, has died in a cottage which she and her family before her had occupied uninterruptedly for more than 150 years.

TOO MUCH "FRILLS" AT PUBLIC EXPENSE

CHOOOL ESTIMATES PRONOUNCED TOO HIGH

Teaching Staff Said to be Increasing Out of All Proportion to Pupils.

A deputation from the board of school trustees waited upon the city council at its meeting Thursday by request, to consider the estimates, which have already appeared in the Times, as submitted by the former body. The deputation was composed of Chairman Huggett and Trustees Miss Cameron, Mowat and Jay, and City Superintendent Eaton. It will be remembered that when the estimates in question were first submitted some weeks ago the Mayor announced that the form in which the figures were prepared, and asked for full details of expenditure. No amended report has since been furnished, and before the proceedings proper were begun last evening the Mayor announced that the aldermen and himself would be pleased to hear what proposals the school board had to make.

Chairman Huggett asked what particular information the council desired. He gave an instance of school expenses was becoming an all-absorbing one, and some definite action should be taken to regulate it in the near future. He had been speaking to two leading members of the Vancouver city council, who were leaving Victoria that night. One of these gentlemen, who had been raised in Manitoba, remarked: "We are going too far with our educational system—putting on 'too much frills.' His Worship quite agreed with this, and said that while there was no one more anxious than he was to have the youth of the country well-educated, he was convinced that there was much frills put on. His Worship said that he had been at a public expense he would suggest that the sooner they take in the frills the better.

What was taking place in this regard in Victoria was taking place in Vancouver and the other places throughout the province, and the people would have to decide whether they would have practical education or frills at the public expense. In Vancouver they were trying to do away with this, and the writer between the school trustees of the city council, and he felt sure that by next year a means would be devised of avoiding it by amendments to the law which rendered such a result of the communication from the members of the school board will see their way to furnish us with a detailed estimate within the next twenty-four hours.

Trustee Jay assured the council that no disconcerting was intended on the part of the school board. The amount set down for repairs, for instance, included so many little items that it was almost impossible to itemize, and of no assistance to the council.

Ald. Hall pointed out that there was no reference, or objection to the repairs, of course that was an estimate. It was a really very good one, and he felt that the salaries paid to the teachers and the salaries paid to the principal items.

Trustee Mowat again said that many of the items were trivial—\$1 or \$1.50 each.

Are there not some of those items up to \$500? asked one of the aldermen. Trustee Jay replied in the affirmative. The Mayor hoped the school board would have their estimate in detail within twenty-four hours.

Chairman Huggett said that the trustees would retire and see what they could do in the matter. He assured the Mayor that there was no disconcerting intended. He asked His Worship to withdraw the expression.

His Worship: The Mayor is not to be used by him.

Miss Cameron declared that this was very "undignified" on the part of the Mayor. She defended the action of the school board.

Ald. Hall pointed out that unless the council of his board, and assured the council that he would do his best as possible, and would not lavishly spend the public money.

Ald. Yates asked if the extra amount asked for salaries was intended for new teachers or to increase the salaries of those already on the staff.

Chairman Huggett said he could not definitely answer this question. It might be necessary to appoint a new teacher or to increase salaries.

Ald. Yates did not consider this satisfactory, and appealed to the trustees to modify their demand. The council would be hard, the first proposal made was to reduce expenses by cutting down the poor teachers' salaries. Many teachers were leaving the profession, believing themselves to be underpaid. There were two elective bodies present that evening—the one body giving their services gratuitously, while the other body each received a salary of \$400. Now, if there were to be a cut in expenses it was in the power of Ald. Yates and the other councillors to arrange for it.

Ald. Yates contended that the school board should be able to say exactly what the salaries of the teachers would amount to in the year.

Trustee Jay argued that this was impracticable as many changes occurred during the year and emergency arose which had to be provided for. The only item in the estimates which he could see any possibility of reducing was that of \$4,680 put down for repairs. Since the estimate was made it was necessary that the city engineer should connect Hillside and Rock Bay schools with the sewerage system. This might reduce the estimate somewhat. As to the increase in teachers, the Board of Education was necessary.

Ald. Hall asked where the necessity arose. The increase in the number of pupils did not appear to justify it.

Trustee Jay pointed out that in the High school alone there were five additional teachers.

Ald. Hall contended that with improved grading in the schools economy might be secured.

Chairman Huggett averred that to reduce the number of teachers would lessen the efficiency of the schools. An additional course—a commercial course—had been introduced in the High school, which was being attended by from 50 to 64 pupils, and was very much appreciated by the public.

Ald. Hall said that since first addressing the council, he found that there were 71 teachers, not 67 as he had stated.

In reply to Ald. Hall, Superintendent Eaton stated that there were 2,800 pupils enrolled.

Ald. Hall said if the school board had decided not to reduce their estimates?

Chairman Huggett replied that they had pared it down to the lowest possible figure.

The Mayor said he much regretted the matter but disapproved on the part of the board of school trustees in refusing to accede to the request of the city council for a detailed estimate. The request was a reasonable one, and it was the duty of the school board to comply with it. From the remarks of the chairman of the school board, he was bound to say that that body were not as critical as he had expected the city is, and was surprised that the school board should have been furnished in the estimate were missing. In making out the city estimates the smallest expenses were set out—even to the office boy, and this was as it should be. His Worship quite agreed with this, and said that while there was no one more anxious than he was to have the youth of the country well-educated, he was convinced that there was much frills put on. His Worship said that he had been at a public expense he would suggest that the sooner they take in the frills the better.

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which were set forth.

On motion of Ald. Hall the communication was laid on the table for a week.

A report was read from the secretary of the police commissioners, suggesting that the recommendation of the chief of police to have an assistant for clerical work be acceded to, and that Police Court Clerk Beattie be appointed at a salary of \$15 per month for this special duty.

His Worship explained that such an appointment was necessary as the chief was at present too much confined to his office by clerical work. The recommendation was adopted. The city solicitor submitted a draft of an order which it was proposed to have authorized, so as to render legal the sale of certain lots in James Bay reserved for park purposes.

From the same source was also read a report as to changes made and proposed to be made in the Municipal Classes Act, with the announcement that the matter had been brought to the attention of the government.

Ald. Fell explained some proposed changes in the Municipal Elections Act, which were considered satisfactory on the arrangement.

The Mayor explained that for the past few days the union municipalities executive had been holding meetings in Victoria, assisted by Ald. Yates and Ald. Fell. However, the limit of the time for the committee was so short that they could not fully go into the proposed legislation this session, but hoped to be able to have matters in shape by next year. At this session only some of the more important amendments had been brought.

On motion of Ald. Hall it was decided to call for tenders for electrical supplies for the balance of the year.

Ald. Fell submitted a new schedule of the city library and assistant, which would do away with the necessity of appointing a second assistant.

The proposal was accepted and the library commissioners complimented on the arrangement.

Ald. Stewart asked what was being done as to the scavenger by-law which was supposed to come into force at the beginning of the year, and the Mayor promised to look into the matter.

The Mayor asked Ald. Vincent what had been done with reference to a street sprinkler, particulars of which he understood Mr. Spurling was to supply.

Ald. Vincent said that he had not yet received the information. He had written to the gentleman in question. The Mayor asked the alderman if he had a copy of the letter.

Ald. Vincent said it was a private letter.

The Mayor suggested that it would be well to have such letters official. A long discussion ensued on the subject, which resulted in the Mayor being the writer between the school trustees of the city council, and he felt sure that by next year a means would be devised of avoiding it by amendments to the law which rendered such a result of the communication from the members of the school board will see their way to furnish us with a detailed estimate within the next twenty-four hours.

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RUN DOWN BY AN EXPRESS TRAIN

WOMAN KILLED ON RAILROAD AT STRATFORD

Man Fatally Injured in Mill—W. F. Tye Resigns Position as Chief Engineer of C. P. R.

Stratford, Feb. 15.—Mrs. John Wilson, fifty-five years old, mother of nine children, was instantly killed by an express train at the Nelson street crossing yesterday.

J. H. Minihnick Dead. London, Feb. 15.—John H. Minihnick, ex-president of London Conservative Association and one of the best known oil men in the Dominion, is dead of Bright's disease.

Family Escaped. Pilot Mound, Man., Feb. 15.—David Christie, a farmer, residing twelve miles south of here, was burned out last evening, his fine residence being completely destroyed; the family all escaped, but suffered greatly from the bitter cold night before reaching shelter.

Disastrous Fire. St. John, N. B., Feb. 15.—A disastrous fire broke out here early to-day right in the centre of the retail business section of the city, doing damage to the extent of \$100,000. The fire originated in a large four story brick block on King street, corner of Canterbury, recently purchased by the Royal Bank of Canada. This building which was soon to be remodelled is now a complete wreck. The bank had valued at \$38,000, and was occupied by the American Clothing Company, Holbrook & Patterson, wholesale milliners, Frank Palmer, commission merchant, and John W. McDuffy, Jeweller. Messrs. Vassie & Company, who had a warehouse in the building, and Edward Sears had a lot of valuable oil paintings which were to have been taken to the adjoining buildings on Canterbury street. The buildings were water and smoke. The weather was bitterly cold, rendering the work of the firemen difficult.

Fatality in Mill. Prince Albert, Sask., Feb. 15.—A horrible fatality occurred in the Hudson's Bay mill here to-day. A. S. Skead, assistant miller, being the victim. He was caught in the belt in the basement and whirled to his death, one leg being torn from his body. He died shortly after being taken to the hospital.

New Stock. Halifax, Feb. 15.—The annual meeting of the Royal Bank of Canada was held here yesterday at which resolution was adopted instructing the directors to apply to parliament for an act authorizing the removal of the head office from Halifax to Montreal and the number of directors increased from seven to eight. F. W. Thompson, Montreal, vice